

Heritage Community Meeting Responses to Questions, November 11, 2020

#	Question	Participant	Answer
1	<p>What is the projected impact of the redevelopment on the area schools, particularly Lyles Crouch? I remember hearing at some point that it was projected that one or two students would be added per grade, which seems kind of low for the increase in population. Can you please explain how the school population estimate was developed, including any assumptions behind the projections?</p> <p>Thanks very much.</p>	David G.	<p>For all planning processes, staff takes guidance from the Long Range Educational Facilities Plan, which states that Planning and Zoning should work with ACPS to determine the potential impact to schools. The City and ACPS annually recalculate enrollment projects, capacity, and student generation rates. At the time of the SPSHA, we were using the 2015-2017 student generation rates and we calculated based on an estimated build out over phases rather than by project as we did not know at the time when which block and how many blocks would submit for redevelopment. As with any development submittal, we rely on further study with the most up to date generation rates to more clearly understand the impact. This impact is currently being studied and will be included in the Heritage DSUP staff report. Please refer to page 32 of the SPSHAS for more information on the general estimated impact during the planning process</p> <p>https://www.alexandriava.gov/uploadedFiles/planning/info/SPatrickStHousingStrategy101318.pdf</p>
2	<p>While I'm aware of the redevelopment plans for the Heritage site because the developer has reached out to the community and, too, given the many BAR concept proposal meetings, what is the status of</p>	Kate Phillips	<p>Staff received an initial Concept Plan submission in early 2019 for the redevelopment for the properties (blocks 3 and 5 in the S. Patrick Street Strategy). There has been no update from the applicant on a follow-up submission since the initial submission.</p>
3	<p>Sorry can you clarify what these delays are benchmarked over?</p>	Brian Scholl	<p>The delay referred to in the presentation signifies the increase in time an average vehicle would wait at an intersection once a traffic signal turns green. This increase in delay is due to the added vehicles generated from the site. The delay time is a result of the number of vehicles queued at the intersection, which depends on the signal timing, number of lanes in the approach, and frequency of vehicles approaching the intersection</p>
4	<p>so will there not be any parking (underground or above ground lots?) within the development</p>	jucrane@iclou d.com	<p>Approximately 750 spaces are proposed in the below-grade garage. In addition, the development proposes to add approximately 38 on-street</p>

5	Can you describe those specific mitigation measures?	Brian Scholl	The city is looking into utilizing advanced technology to address the congestion issues. We plan to implement adaptive signal operation to enhance communication between the signals to be more responsive to congestion in real-time. In addition, we are pursuing grant funds to improve the S. Patrick Street and Henry Street corridor that would promote safer
6	There was mention of a parking congestion study, but no discussion of what was learned. As a resident of one of the older homes that can only use street parking, I am very concerned that the additional 500 units will overwhelm available parking. Has the city considered: 1) Requiring one parking space per unit? 2) Including the parking spaces with the unit, to discourage the use of street parking? 3) Creating a special parking zone for the residents of the development, to preserve	Jim Beattie	The parking provided with the development is consistent with the requirements in the zoning ordinance. The proposed overall parking ratio is 1 parking space in the proposed garage per unit. The City does not allow parking spaces to be bundled with the cost of leases for residences, as it often results in the burden of the cost of parking being unfairly distributed amongst those who do and do not use it. City Code has specific requirements for resident driven Residential Permit Parking Districts. Staff cannot create a new district without the majority of residents in the proposed area showing support. The City is using the Policy for Residential Parking Permits (RPP) for New Development to determine if the residents of this development will be
7	When the applicant goes to get zoning approval for the additional FAR, will it be an open forum? Is this already scheduled?	Jennifer Resio	Yes, both the Planning Commission and City Council hearings for the rezoning and DSUP will be public hearings with public comment. We anticipate the hearings will be in February 2021.
8	The current parking plan is for less than one spot per proposed unit and none for guests. Parking in this area is problematic enough. As a resident on S. Columbus St. - right next door to this proposed development, I'm concerned that current residents are negatively impacted by the number of units, density and stress on existing infrastructure, to	Stephanie Andrews	The parking provided with the development is consistent with the requirements in the zoning ordinance. The current proposed overall parking ratio is 1 parking space in the proposed garage per unit.
9	How wide will/would S. Alfred Street be under this proposal, compared to its width now?	Gail C Rothrock	Currently, S. Alfred Street is approximately 31 FT wide with two travel lanes and on-street parking on the eastside. However, on Sundays, vehicles are allowed to park on the west side, resulting in a yield street for traveling vehicles. The proposed site will widen S. Alfred Street to 36 FT at its widest portion. This provides enough space for on-street parking on each side of the street and continuous flow of traffic for each lane in either direction.

			<p>The applicant is developing a Relocation Plan consistent with the RMF Tenant Assistance and Relocation Policy (TARP). (The City's TARP Guidelines are available at https://www.alexandriava.gov/uploadedFiles/housing/info/RMFZone_TenantAssistanceRelocationPolicy_Final.pdf). As part of this process, the applicant has hired a dedicated Relocation Coordinator who will be managing all resident communications and notice, including providing information on the projected timing of construction and the temporary on-site and/or off-site relocation options for the 140 households under the HUD subsidy contract. The Coordinator will work closely with the applicant's property management staff to identify what special assistance or services are required to minimize impacts of the relocation of the 140 households. Residents of the remaining 104 units that are not under the HUD subsidy contract will also receive timely notification of the construction timetable, as well as information on housing and other resources in the city. While these residents will not be relocated, they will receive relocation assistance payments consistent with the City's Relocation Assistance Policy and some</p>
10	Where exactly are we going to be moved?	Meseret Sisay	
11	Will underground parking be free? This is important so it is used	M Dugan	<p>The applicant will provide their tentative parking pricing plan with the Parking Management Plan provided at Final Site Plan. The City does not allow parking spaces to be bundled with the cost of leases for residences, as it often results in the burden of the cost of parking being unfairly distributed amongst those who do and do not use it. Including parking in the cost of a</p>
12	Appreciate the presentations tonight. It's a lot of info and a bit hard to follow. In order to be truly open to the community, can we get printouts? Not everyone has a home computer and we're leaving a lot of people out of the process.	M Dugan	<p>Staff followed up directly with the resident to provide copies of the powerpoint.</p>
13	Can you please elaborate further on why you assume such a low number of the 750 units would be driving?	M Dugan	<p>The location of the site promotes other modes of transportation. Given the walkability of the neighborhood, the proposed bikeshare stations on site, and proximity to transit stops with high frequency arrival, it is anticipated more residents will choose other modes of transportation and not be dependent on a single occupancy vehicle. Reducing dependency on single occupancy vehicles is part of the City's transportation vision and goals.</p>

14	Since the City has a HUD contract, isn't this project considered a Federal undertaking, and shouldn't NEPA apply?	Gail C Rothrock	No, the HUD rental contract doesn't trigger NEPA. HUD has confirmed this.
15	How do we access the full / complete traffic and parking surveys?	Joe_Johnson	The traffic study is uploaded to the Active Developments page: https://alexandriava.gov/84782
16	For both the "up to" RMF of 3.0 FAR and "up to" 25% under 7-700, does the "up to" language mean the city could approve less than those maximums?	M Dugan	The maximum FAR for the RMF zone and bonus height and density for Section 7-700 are approved via Special Use Permit (SUP) requests, which are discretionary approvals from City Council. City Council will review each SUP based on the standards in Section 11-504 of the Zoning Ordinance. The nature of the SUP approval is at the discretion of City Council and outlined in the conditions of approval for the DSUP.
17	Will residents of the new Devt be eligible for zone 4 stickers?	M Dugan	Staff is evaluating the materials to determine whether the proposal is eligible for RPP consistent with the adopted Policy for Residential Parking Permits for New Development.
18	<p>expired in 2019/2020, but is being renewed on an annual basis. Why is there only one HUD subsidy unit being renewed, and why can't the annual renewal continue beyond 2020?</p> <p>2. On slide #16, it states that the "Consideration of Affordable Housing Plan approval of Tenant Relocation Plan" is anticipated for January 2020. Is that date a typo?</p> <p>3. Slide #23 referenced the dates for the onsite coordinator and the 120-day notice. However, there is no date for the preliminary notice per Section 5.2 of the "Tenant Assistance and Relocation Policy for the Residential Multifamily Zone." What is the date of the preliminary notice to Heritage residents?</p>	Stafford A. Ward	<p>1. Both HUD rental subsidy contracts are now being renewed on an annual basis. Annual renewals are not conducive to the long-term preservation of valuable housing resources nor to ensuring housing security for the existing residents of The Heritage. The owner may opt out of the contract anytime, with one year advance notice to HUD and to residents. The type of rental subsidy contract at The Heritage is not available to new properties.</p> <p>2. Yes, the timing is a typo. The Affordable Housing Plan and draft Relocation are anticipated to be considered in January 2021 by AHAAC and by the LTRB at their respective monthly meetings.</p> <p>3. Per Sec 5.2 of the RMF Zone Relocation Policy, the developer will deliver written preliminary notice of the proposed redevelopment plan and upcoming relocation activities at least 4 months prior to the issuance of the 120-day notice. If October 1 is hypothetically when move out occurs, then preliminary notice should be provided by 2/1.</p>

19	Block 4's parking garage entrance and exit in on Gibbon Street at Rt. 1. This area is already congested. With 750 new residents plus the garage at the Gibbon St/Rt. 1 intersection will be a mess.	ellen mosher	There are no parking garage entrance near the Route 1 and Gibbon Street intersection. Two of the three parking garage entrances are on S. Alfred Street. The third parking garage entrance is on Wolfe Street.
20	Has the impact area considered the impact on residents from Franklin to Church streets because this area already gets some traffic and spillover	M Dugan	The parking occupancy study limits were approximately 2 blocks beyond the site, which is typical when considering the limits of observation. The southern limits of the parking study were one block south of Franklin Street.
21	Will residents in the development be permitted to rent out their parking spot to other people?	Stephanie Andrews	The City does not allow parking spaces to be bundled with the cost of leases for residences, as it often results in the burden of the cost of parking being unfairly distributed amongst those who do and do not use it. Including parking in the cost of a lease also leads to less affordable housing options. Therefore, the residents will not automatically have a parking space in the garage included as part of their lease and would not be able to lease a space
22	On parking: if it is unbundled as Mike noted, I assume that residents will not be eligible for Zone 4 City parking permits?	Kate Phillips	Staff is evaluating the materials to determine whether the proposal is eligible for RPP consistent with the adopted Policy for Residential Parking Permits for New Development.
23	My question was not answered live. How do we access the full / complete traffic and parking surveys?	Joe_Johnson	The traffic study and other Preliminary Plan materials will be posted to the Active Development page this week. https://www.alexandriava.gov/planning/info/default.aspx?id=84782
24	Our experience in the neighborhood is that unbundling parking leads to some residents parking on nearby city streets to avoid having to pay for	M Dugan	The City's policy is to keep parking spaces unbundled from unit rentals to encourage multimodal transportation.
25	For the parking garage entrances, there isn't a long enough driveway to get the several cars quickly off the road as they enter their garage. There needs to be a driveway several car lengths so cars do not back up on the street waiting to enter the garages. This will be another traffic jam not calculated in your traffic study. How long is each driveway and will it be at least 3 car lengths? There's only one entrance for each garage so these will be busy for the 750	ellen mosher	The Multimodal Transportation Impact study considered the operation of each garage entrance. Given the anticipated number of vehicles entering the site at each garage, the proposed parking garage appears to be appropriately designed. In addition, parking garage design is typical of that in an urban environment.
26	What is happening with the ASBC developments	M Dugan	We have not received an update from ASBC recently.

27	we have provided a flyer to each unit for every individual resident meeting...including his. Encourage him to participate in those meetings. He is a market rate tenant as I understand it.	Cathy Puskar	No additional response needed.
28	Please send me an email at cpuskar@thelandlawyers.com if that is a better way to provide him notice of the meetings.	Cathy Puskar	No additional response needed.
29	I've raised my hand but wasn't called on. Just trying to ascertain if you see my hand up as I was ignored in the last mtg	M Dugan	Resolved
30	The South Patrick St. Strategy includes a provision for improving streetscapes in the area. Much of the area now has very attractive streetscapes dominated by dozens of mature oak trees. But the redevelopment plan seems to require destruction of at least 20 mature oaks along S. Alfred and S. Patrick, as well as many other trees on internal portions of the sites. Can the City require site plan adjustments to assure preservation to mature trees along the streets and adjacent setback areas?	Joseph Canny	City staff has reviewed the landscape plans with the applicant and City Arborist to determine if there were any possibility to save trees on or adjacent to the site. The applicant will be retaining several mature trees in the west parcel of Wilkes Street Park, but trees on site and directly adjacent to the site will have to be removed and new trees planted where possible. Trees on the applicant's site will need to be removed for the redevelopment and some street trees may not survive due to their location adjacent to construction and the underground garage extent. Other street trees will have to be removed because they are invasive, inhibit sidewalk improvements along S. Patrick Street and/or are located on the west side of S. Alfred Street
31	How many existing rental units are there now and how many are coming out of the ground here in OT? What is the currency occupancy rate? What are the developers' plans when their market rate units	Mary Morrow-Bax	According to the 2018 American Community Survey (ACS), there are 8473 owner-occupied units and 9156 renter-occupied units in the 22314 area. In 22134, 363 housing units were built in 2019 and 226 housing units in 2020. We have asked the applicant to speak to occupancy/vacancy rates and marketing at their upcoming community meeting on December 8.
32	I asked for the dimensions of the building along S. Columbus that will skirt what you're calling Wilkes St. Park. Also, what is the width of the park from S. Columbus to Alfred St.	Mary Morrow-Bax	The Block 2 building is approximately 98' long on S. Columbus Street, 220' on S. Alfred Street, and 227' along Wilkes Street Park. The building is up to 78' tall along Wilkes Street Park and 45' tall along S. Columbus and S. Alfred streets. The Wilkes Street Park east parcel dimension is approximately 227'

33	<p>Thank you, but the question wasn't answered. Maybe I didn't explain it well!. We're asking if it is possible to approve an increase less than 3.0 FAR and 25% under 7-700? Is that technically possible?</p>	M Dugan	<p>It is technically, or legally, permitted to approve densities lower than the maximum, however lower densities would not adequately implement the SPSHAS goals and objectives. The maximum FAR for the RMF zone and bonus height and density for Section 7-700 are approved via Special Use Permit (SUP) requests, which are discretionary approvals from City Council. City Council will review each SUP based on the standards in Section 11-504 of the Zoning Ordinance. The nature of the SUP approval is at the discretion of City Council and outlined in the conditions of approval for the DSUP.</p>
34	<p>What is happening with the ASBC housing? Is it also going to be higher and denser like this? What about the other possible sites to be developed. Could they all also be approved for increased height and</p>	M Dugan	<p>The SPSHAS identifies nine potential sites for redevelopment. This includes the housing owned by ASBC, known as Olde Towne West (Blocks 3 and 5 in Table 1, page 31).</p>
35	<p>Why is the Small Area Plan's statement that any new development should be of "a scale and character compatible with the existing residential scale" being completely ignored? Mostly 2 and 3 story townhouses are being dwarfed by 7-story buildings and look nothing like the neighborhood.</p>	kaymmorell	<p>The SPSHAS provides design guidance for development projects to ensure the proposed buildings relate to the existing built neighborhood through forms of transitions such as building stepbacks and articulation. These recommended locations for transitions are found on page 28, and the type of transitions are found on page 27 of the Plan. Height transitions, in particular, are being provided with the Heritage DSUP, as recommended in the Plan. Block 2 and portions of Block 1 are within the Old and Historic Alexandria District and subject to review by the BAR to ensure the appropriateness and compatibility</p>
36	<p>Just an FYI: I have heard the staff enumerate all the ways notices for the Strategy planning were announced in 2018. I live within 1 1/2 blocks of the Heritage on S. Columbus toward Duke St. and I never got any notices nor did any of my neighbors.</p>	Mary Morrow-Bax	<p>The Planning process incorporated traditional and untraditional methods of outreach and notification. A traditional method of notification you may find helpful is eNews. Please sign up at https://member.everbridge.net/1332612387832027/login</p> <p>Please refer to pages 46-49 for a detailed description of the specific community engagement, methods of notification and the over all process. https://www.alexandriava.gov/uploadedFiles/planning/info/SPatrickStHousingStrategy101318.pdf</p>

37	During the July 2 BAR Hearing, one of the BAR members stated that she talked with city staff and relayed that she was told that NO other alternatives were looked at for preserving the HUD housing and that the proposed height/mass of the proposed buildings was not needed in order to preserve the existing affordable housing units. Why? Thank	cecily crandall	Page 9 of the SPSHAS outlines three scenarios for the retention of the existing affordable units and the City's investment for each scenario.
38	Actually my question wasn't answered regarding the height of the building on block 2. the recommended heights are 45'-55' not 62'. Table 1 states the height limit is 45'-55'.	ellen mosher	Figure 3.12 in the SPSHAS establishes the maximum building heights and required height transition. The southern portion of Block 2 (the existing mid-rise building) is reflected in the Height Map as 62' in order to not make it non-complying. Per community discussions, Table 1: Development Summary Table reflects the recommended envisioned heights for the entire block and the 45' height applies to the portions of the block outside the existing 62' footprint. The SPSHAS does not preclude use of Sec. 7-700 where applicable
39	Can you remind me of the estimated completion/occupancy date for this project, please?	E Ruth Arnold	If construction commences at the earliest the fall of 2021, occupancy for a first phase would not come until at least early 2023. We have asked the developer to speak to construction time lines and phasing at their upcoming community meeting on December 8.
40	In response to Helen, if the developer will deliver the written preliminary notice, that information should be highlighted on slide #23 for transparency	Stafford A. Ward	This information will be noted. Thank you. Slide has been updated.
41	Catherine, sorry I didn't make my earlier question clear. I want to know how many existing Market Rate units are there now and how many are presently coming out of the ground here in Old	Mary Morrow-Bax	There are currently 104 market/workforce affordable units at the Heritage; while these are not committed affordable units with rental subsidies, their rents are lower than the rents in new apartment complexes in Old Town and the Southwest Quadrant. The Heritage proposal currently includes 562
42	As you may know, The Southwest Quadrant Association and Old Town Civic Association have jointly requested that the City work with us to create a scale model of this project, both in virtual form and in the form of a traditional scale model such as was built for the waterfront development projects. Are you willing to do this?	Yvonne Callahan	The Director of Planning and Zoning provided a response to neighborhood civic association leaders on November 18. Staff finds that virtual models of the project provide ample opportunity for understanding the scale, mass and relationships to existing buildings. Staff has not requested a physical model for a project in more than 10 years and finds that technology has evolved to better provide an understanding of a project as it evolves. Physical models have limitations in that they quickly become obsolete as a design evolves and

43	Can you tell us the number of units currently at sites by type? (Eg studios, 1 bed,..)	Brian Scholl	There are 174 one-bedroom units and 70 two-bedroom units currently at The Heritage.
44	What happens when there's a glut on Market Rate units here?	Mary Morrow-Bax	Staff has requested that the applicant speak to occupancy rates at the upcoming community meeting.
45	In the name of transparency, Helen can you obtain the developers cash flow assumptions over the full affordability horizon, and make those public. This would help miscommunication	Brian Scholl	The Strategy doesn't require that the developer provide a proforma. The density incentive provided by the RMF zone is based on assumptions from prior mixed-income projects where market rate units help cross-subsidize/preserve affordable units. To demonstrate the economics involved in its modeling, Housing will produce a summary of the proforma for ARHA's Old Town Commons/James Bland Redevelopment project in January.
46	Agree with Steve Milone's commentary	Brian Scholl	No response required.
47	Are any of the suggestions discussed from the citizen community going to be considered or is the plan the plan?	steven cohen	During the SPSHAS planning process, there was extensive community engagement and input to address concerns and values of the community. During the review of each DSUP proposal, there are opportunities for community feedback and input at community meetings, submitting comments to staff, and at the Planning Commission and City Council public hearings. In addition, a separate community engagement process is underway for the Wilkes Street Park redesign including surveys and
48	Who paid for the original construction of the buildings?	Brian Scholl	The original development (which included the buildings operated as Heritage as well buildings operated by ASBC as Olde Towne West III) was undertaken by private entities which financed construction. Virginia Housing made the loan for the phase known as Olde Towne West III.
49	Do you have time to answer my question above, please? Thank you.	cecily crandall	Resolved.

50	I asked questions that didn't get answered. 1. Why can this bonus density be relocated to another location in the City closer to Metro and where additional height and density is more appropriate. 2. Why can't the term of the Affordability extend indefinitely. 3. Can Wolfe be connected to S. Patrick to move some of the additional traffic burden off of Alfred.	Steve Milone	<p>at the minimum zone and section. The bonus height and density are the same tools for affordable housing that can be utilized throughout the city. The height and density proposed at the Heritage site is consistent with the implementation of the SPSHAS. 2. The City has generally adopted affordability terms which reflect the anticipated useful life of a development and/or reflect the likely maximum term for repayment of a City loan if the City is providing gap financing. When a mission-driven nonprofit developer is involved, it is anticipated that the property will be affordable in perpetuity. In all cases where the City is a lender, the loan agreement includes a right of first refusal so that the City can acquire a property where affordability is at risk. 3. Staff reviewed the connection of Wolfe Street and S. Patrick Street with the Alfred Street Baptist Church DSUP Traffic Study, and it was determined it would not significantly impact traffic.</p>
51	I just have a quick 15-second follow-up question.	Stafford A. Ward	Resolved.
52	Can you describe how you arrived at the estimate of the shortfall of affordable housing?	Brian Scholl	Yes, housing affordability (generally of households with incomes less than \$75,000 annually) is tracked through the Census, the City's resident survey as well as the biannual American Community Survey (ACS) which all measure housing cost burden. In addition, the 2013 Housing Master Plan measured and reported on the gap in housing affordability. Due to ongoing housing cost increases and relative wage stagnation, coupled with job growth in lower wage sectors, the HMP's estimated shortfall of 15,000 units has remained consistent even with incremental progress achieved in the number of committed affordable units through City housing policy and investment.
53	BAR staff said nothing else was looked at and was told that this was not needed to preserve the HUD housing. Please define, specifically "criis".	cecily crandall	The BAR's purview is related to architecture, design, and compatibility. Page 9 of the SPSHAS outlines three scenarios for the retention of the existing affordable units and the City's investment for each scenario.